

ADSC WSDOT JOINT MEETING

The meeting began at 8:30 on Thursday June 10, 2004 in the electrical conference room at the Headquarters Materials Lab in Tumwater.

The following people attended the meeting:

Name	Company	Telephone	E-mail
Virgil E Schmidt	WSDOT	360-705-7825	schmidv@wsdot.wa.gov
Mike Bauer	WSDOT	360-705-7190	bauerm@wsdot.wa.gov
John D. Tuttle	Sinclair Serv.	661-212-1223	tutmud@aol.com
Tom Armour	DBM	253-838-1402	tarmour@dbmcm.com
Don Morin	D.M.I.	253-891-1311	don@dmidrilling.com
Jim Cuthbertson	WSDOT	360-709-5452	cuthbej@wsdot.wa.gov
Jeff Grieder	Malcolm Dr.	253-345-3300	jgrieder@malcolmdrilling.com
Alan Macnab	CJA	206-575-8248	amucnab@condon-johnson.com
Moh Sheikhezadeh	WSDOT	360-705-7828	sheikhm@wsdot.wa.gov
Eric Schultz	WSDOT	360-705-7222	schule@wsdot.wa.gov
DeWayne Wilson	WSDOT	360-705-7214	wilsond@wsdot.wa.gov
Mark A Frye	WSDOT	360-709-5469	dryem@wsdot.wa.gov
Karl Kirker	WSDOT	360-705-7187	kirkerk@wsdot.wa.gov

The intent of this special meeting was to discuss acceptance of broader use of slurries in WSDOT shafts in lieu of temporary casing. However first, the Wishka River Bridge was reviewed for constructability.

Eric Schultz, DeWayne Wilson, and Karl Kirker from the Bridge Office presented the project to the task force.

The proposed project is a seismic retrofit of the existing movable bridge by adding four shafts to the center pier on the bridge. At this time, there were two alternatives one with 6-foot shafts, and one option with 8-foot shafts. One of the questions was whether the 8-foot shafts could be constructed within 3 inches of the existing superstructure. The casing on the shafts has a specified thickness so it was assumed that the casing was structural. The following was discussed:

- One option is to stop the permanent casing where it entered the harder material, and increase the shaft reinforcing
- The oscillator requires a minimum of 4 ½ feet clearance
- Work trestle is a better option for construction access and not a barge here because of the tidal influence

- Place the pile cap and pier in the brackish water to avoid a need for cofferdam

Action Item: Alan will get back to Moh by next Friday, June 18th, with their recommendations on how to install the shafts on this project.

The slurry discussion followed, Moh asked what the committee thought if the state changed the bid items for shafts to a lump sum payment and gave all of the construction risk to the contractors. Contractors explained what they thought of this, and how they thought the, “Obstruction Specification,” should be interpreted.

Quality Control is an issue on slurry use; qualified people need to be on site to make sure that the slurries are maintained in the shaft correctly, and that there is no caving. Also the slurry provider needs to be able to make adjustments to the slurry during the construction.

There was also a discussion about the risk of caving if slurry was used instead of a temp. casing. The industry suggested more extensive use of polymer slurries on pilot projects till WSDOT becomes more comfortable with their usage.

John suggested use of Sonic Coring for full recovery of undisturbed soil log samples. Jim mentioned that WSDOT has one consultant on call that can provide this service but, it is cost prohibitive at this time.

The consensus reached was that we would continue to advertise jobs as we currently do allowing the use of conventional drilling and the oscillator and the slurry use would also be an option.

Currently we are going to use slurries as previously discussed, we will have preapproval of the three slurries in the specials and try and follow Caltrans lead in utilizing the same additives used in the load tests submitted to the Caltrans in the base polymer.

Action Items:

- **The Committee will evaluate every State Shaft design project for increased use of slurries in lieu of temporary casing.**
- **Mike Bauer will rewrite the shaft specials to include allowing only the additives that have been used as part of the Caltrans’s pre-approved load tests.**

The meeting was adjourned at 10:55, the regularly monthly meeting will be next Thursday, June 17th.

